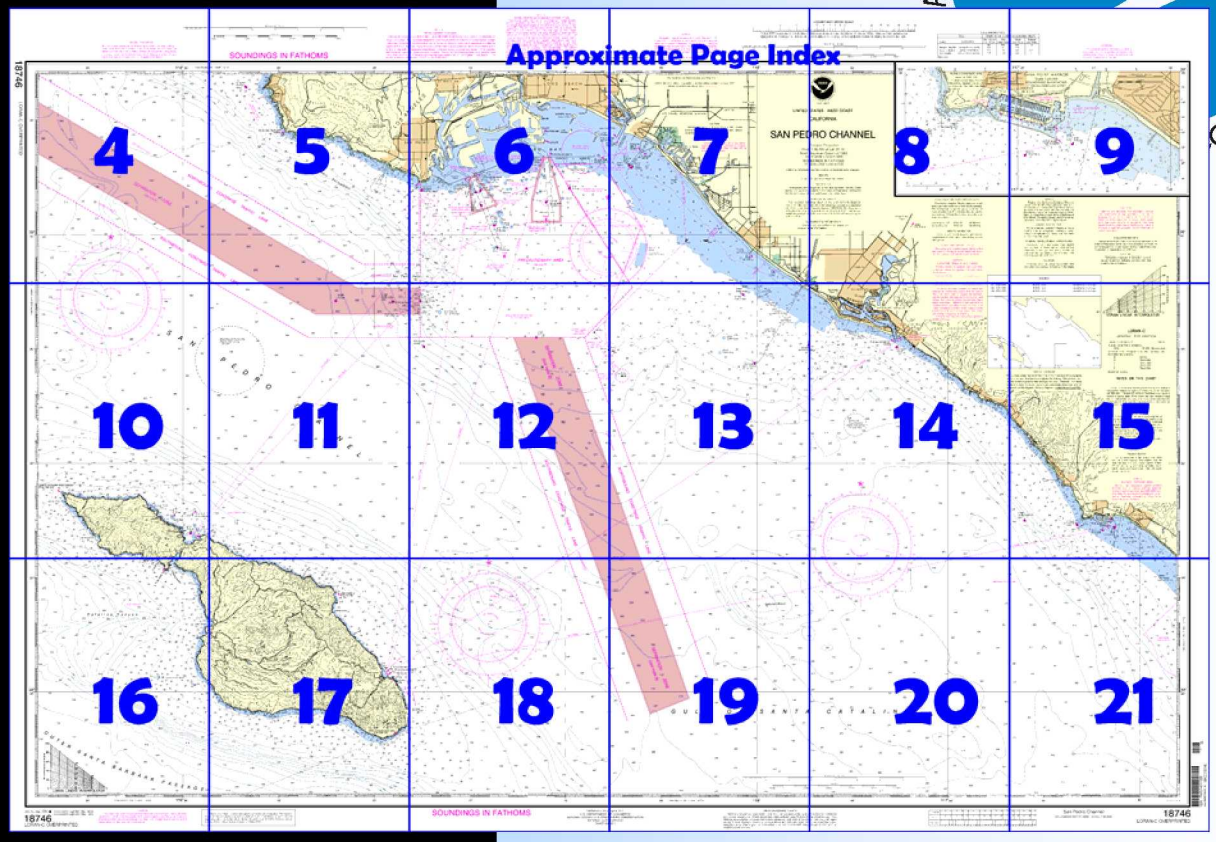
BookletChart™

San Pedro Channel

(NOAA Chart 18746)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

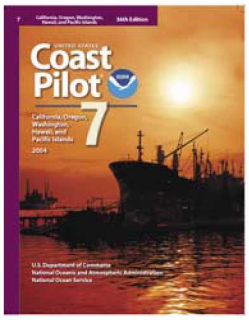
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 4 & 5 excerpts]
(142) **Dana Point,** 8 miles NW of San Mateo Point, is the seaward end of a high ridge. The spur forming the point ends in a moderately bold sandstone cliff 220 feet high with a precipitous broken face.
(143) **Dana Point Harbor** is a small-craft harbor in the lee of Dana Point.
(155) The 11.5-mile coast from Dana Point to Newport Bay is bold with rocky cliffs 40 to 100 feet high; these are the seaward ends of ridges separated by narrow, deep valleys. The community of **Laguna Beach** is midway along this stretch.
(158) **Newport Bay,** 64 miles NW of Point Loma, is an extensive lagoon bordered on the seaward side by a 3-mile sandspit. The bay is an important yachting and sport fishing center, and offers excellent anchorage for large yachts and small craft under all weather conditions.
The city of **Newport Beach** embraces the districts of **Newport** and **Balboa,** on the sandspit, and **Corona Del Mar,** E of the entrance.
(177) **Huntington Beach State Park** is a recreational area that extends 2 miles NW along the coast from the mouth of **Santa Ana River,** which is 4.5 miles NW of Newport Bay entrance.
(179) **Anaheim Bay**, 14 miles NW of Newport Bay, is the site of the U.S. Naval Weapons Station.
(195) **San Pedro Bay,** between Seal Beach on the E and Point Fermin on the W, is 82 miles NW of San Diego. On the shores of the bay are the city **Long Beach** and the port areas of the city of **Los Angeles.**
Terminal Island, in the NW part of San Pedro Bay, separates the outer bay from Los Angeles and Long Beach inner harbors. The bay is protected by breakwaters and is a safe harbor in any weather.
(259) **Los Angeles Harbor,** at the W end of San Pedro Bay, includes the districts of **San Pedro, Wilmington,** and a major portion of Terminal Island.
(260) **Long Beach Harbor,** in the E part of San Pedro Bay, includes the City of Long Beach and a portion of Terminal Island. Long Beach and Los Angeles Harbors are connected by Cerritos Channel. The distance between the seaward entrance to the two harbors is about 4 miles. Long Beach Inner Harbor, Middle Harbor, and Southeast Basin are protected by three curving moles.
(261) Four oil production islands, marked by lights, are to the N and E of Long Beach Pier J. A fog signal is sounded from the S end of each island.
(262) The **Port of Los Angeles,** one of the largest ports on the Pacific coast, has a history of leading the Pacific coast ports in terms of tonnage handled. It has extensive facilities to accommodate all types of traffic. Some of the principal exports are crude minerals, iron and steel scrap, inorganic chemicals, animal feed, cotton, manufactured fertilizers, and fresh fruits and nuts. Some of the principal imports are iron and steel products, motor vehicles and parts, organic chemicals, fresh fruits and nuts, paper and paperboard, sugar, molasses and syrups, glass, and fresh and frozen fish.
(263) The **Port of Long Beach,** also one of the largest ports on the Pacific coast, has the reputation of being America's most modern port. It has extensive foreign and domestic traffic with modern facilities for the largest vessels. It is a major container cargo port with several of the largest and most efficient container terminals on the Pacific coast. Some of the principal exports are bulk petroleum, bulk coke, steel and steel products, bulk potash, grains, fresh fruits, scrap steel, animal feed, and copper concentrate. Some of the principal imports are crude petroleum, steel and steel products, motor vehicles and parts, machinery, bulk gypsum, newsprint, lumber, bulk salt, bananas, plywood, bulk molasses.
(264) **San Pedro Hill**, 3.3 miles NW of Point Fermin, is the distinguishing feature for making San Pedro Bay from SE or W.
(44) **Santa Catalina Island,** 18 miles S of Point Fermin, is 18.5 miles long in a SE direction and has a greatest width of 7 miles. The island is privately owned. Arrangements for overnight permits and the leasing of the many mooring buoys found throughout the area may be made through Two Harbors Enterprises at Two Harbors. Except at Avalon, permits are required for activities other than day use on the other islands.
(47) Lights are shown from a pole with a red and white diamond-shaped daymark on the S end, **Long Point** (E side), and **West End** (NW point) of the island.
(54) **Avalon Bay,** on the N shore of Santa Catalina Island, 2.5 miles from its SE extremity is entered between **Casino Point,** breakwater on the N and the breakwater extending from **Cabrillo Peninsula,** on the S. The breakwaters are marked by lights on their seaward ends.
(73) **Catalina Harbor,** on the S side of the isthmus separating it from Isthmus Cove, affords excellent shelter for small vessels in all but S weather.
(74) **San Pedro Channel** is about 17 miles wide between the mainland, Point Fermin to Point Vicente, and Santa Catalina Island. Current observations have been made 7 miles S of San Pedro Breakwater.

Table of Selected Chart Notes

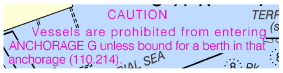
PLANE COORDINATE GRID
(based on NAD 1927)
California State Grid, zone VI, is indicated by dashed ticks at 2,000-foot intervals. The last three digits are omitted.

Scale 1:20,000
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Corrected through NM Nov. 21/09
Corrected through LNM Nov. 03/09

HEIGHTS
Heights in feet above Mean High Water.

NOTE E
Vessels with 50 foot draft or less will be boarded south of RACON Buoy 3. Vessels with a draft greater than 50 feet will be boarded south of Buoy 1.



CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Mercator Projection
Scale 1:80,000 at Lat 33° 31'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other privately maintained buoys are not all listed in the U.S. Coast Guard Light List.

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOTE C
MILITARY EXERCISE AREA
Mariners are cautioned against possible hazards due to military training activities. Normal hours of operation are 0600-2400 local time daily. For extension of operating times and further information consult U.S. Coast Guard Local Notice to Mariners.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

For Symbols and Abbreviations see Chart No. 1

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Los Angeles, CA	KWO-37	162.550 MHz
Santa Ana, CA	WWG-21	162.450 MHz

MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CABLE AND PIPELINE AREAS
The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for important supplemental information.

CAUTION
Vessels entering Long Beach Channel should pass eastward of lighted whistle buoy "LB," and vessels departing should pass westward of it.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.
Refer to charted regulation section numbers.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100KHz.
PULSE REPETITION INTERVAL
9940 ..... 99,400 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators)
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary
EXAMPLE: 9940-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE D
VESSEL TRAFFIC MANAGEMENT SYSTEM (VTMS)
The Vessel Traffic Service of Los Angeles - Long Beach, jointly operated by the U.S. Coast Guard and Marine Exchange, has been established within the approaches to San Pedro Bay. The working frequency for the VTS is channel 14 VHF/FM (156.7 MHz) and the call sign is "San Pedro Traffic." Upon entering the VTS area, within a 25 nautical mile radius of Pt Fermin (LAT 33°42.3'N, LONG 118°17.6'W), all inbound vessels shall report on channel 14 their vessel name, call sign, position, course and speed, destination, estimated time of arrival to their destination and whether or not their vessel will be taking on a pilot. Outbound vessels shall report 15 minutes prior to reaching the breakwater. To obtain information on the movement of deep draft vessels inside the Federal Breakwater contact the Los Angeles Pilot Station on channel 73 (156.675 MHz) / ph 562-732-3805 or Long Beach Pilot Station on channel 74 (156.6 MHz) / ph 562-432-0664.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.076" northward and 3.210" westward to agree with this chart.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — —

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Department of the Navy.

VESSEL TRANSITING
The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 7, Chapter 3 for details.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Newport Bay Ent.	(33°36'N/117°53'W)	5.4	4.7	0.9
Catalina Harbor	(33°26'N/118°30'W)	5.2	4.5	0.9
Los Angeles	(33°43'N/118°16'W)	5.5	4.8	0.9

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Sep 2009)

NOTE B
TRAFFIC SEPARATION SCHEME
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled coastal waters, but are not intended in any way to supersede or to alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution. The normal Pilot Operating Areas are outlined by trapezoidal magenta bands. A Precautionary Area has been established at Los Angeles - Long Beach. It is recommended that vessels proceed with caution in this area.

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

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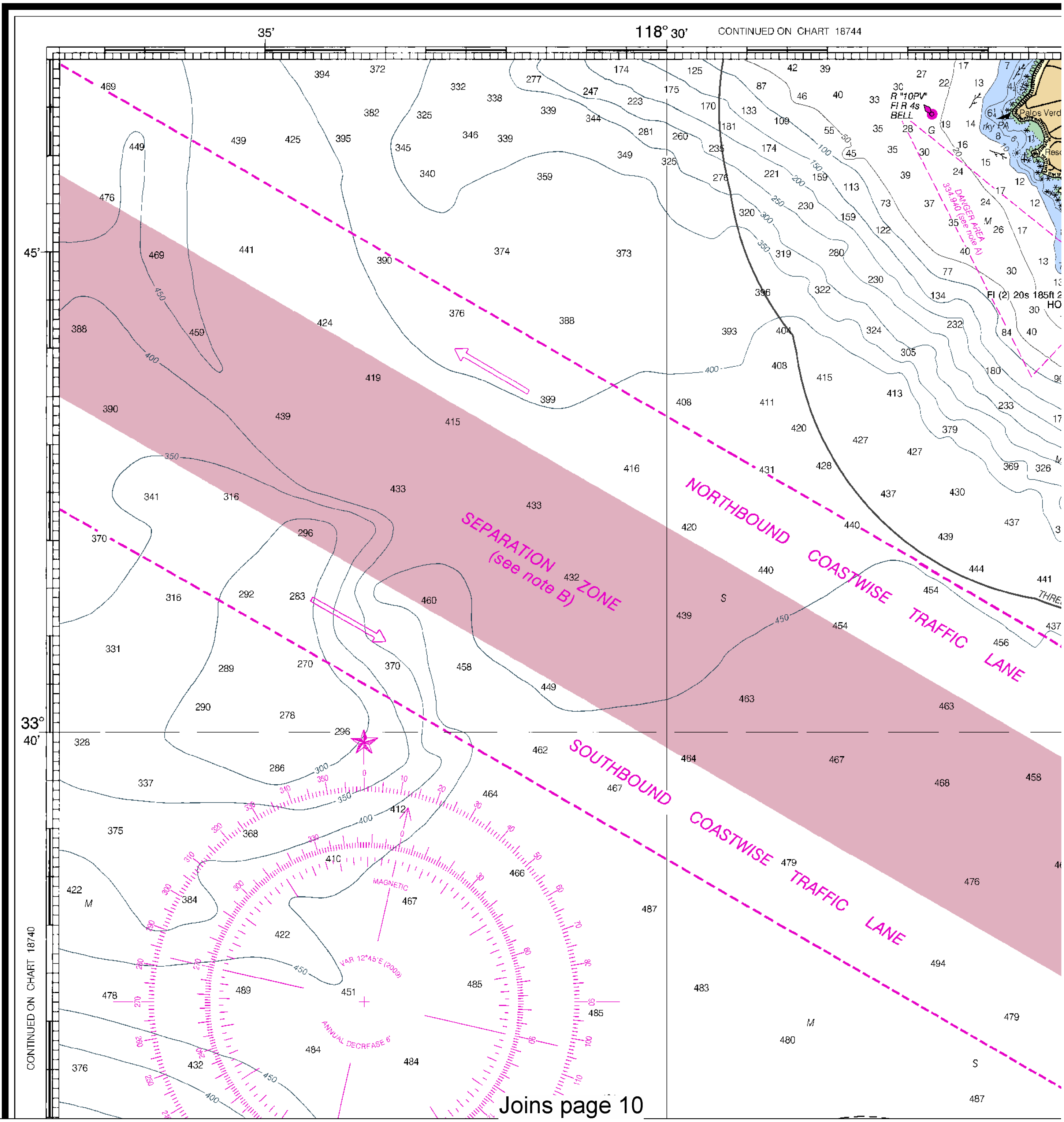
SCALE 1
Nautical
1 0 1 2 3
Yard
1000 0 2000 4000

SOUNDINGS

18746
LORAN-C OVERPRINTED



Joins page 10

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7
Yards
1000 0 2000 4000 6000 8000 10000

North

1:80,000
Miles
3 4 5 6 7
rds
6000 8000 10000

S IN FATHOMS

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vessel will be taking on a pilot.
15 minutes prior to reaching
information on the movement of
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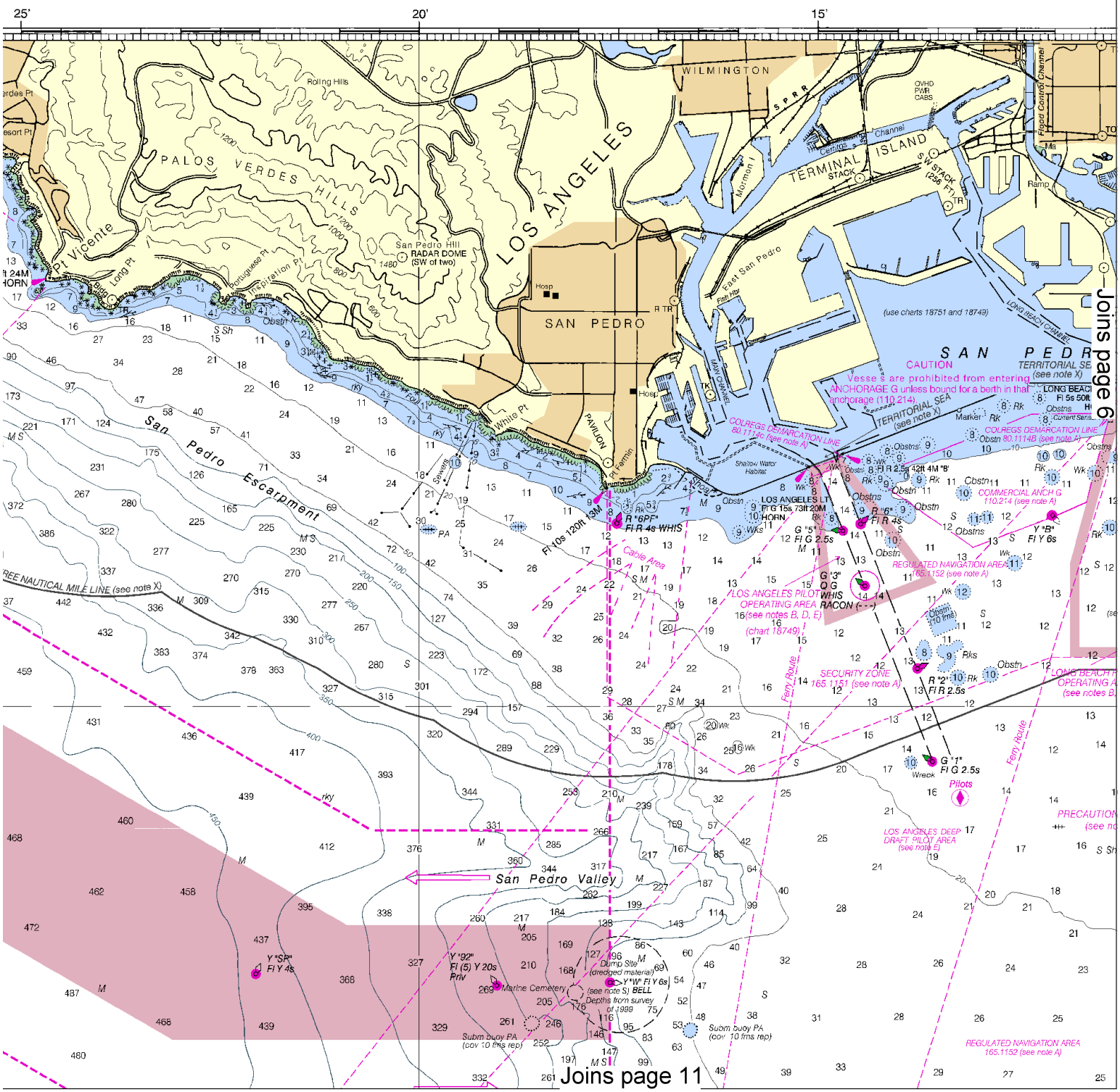
channel 73 (156.675 MHz) / ph
Pilot Station on channel 74 (156



Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

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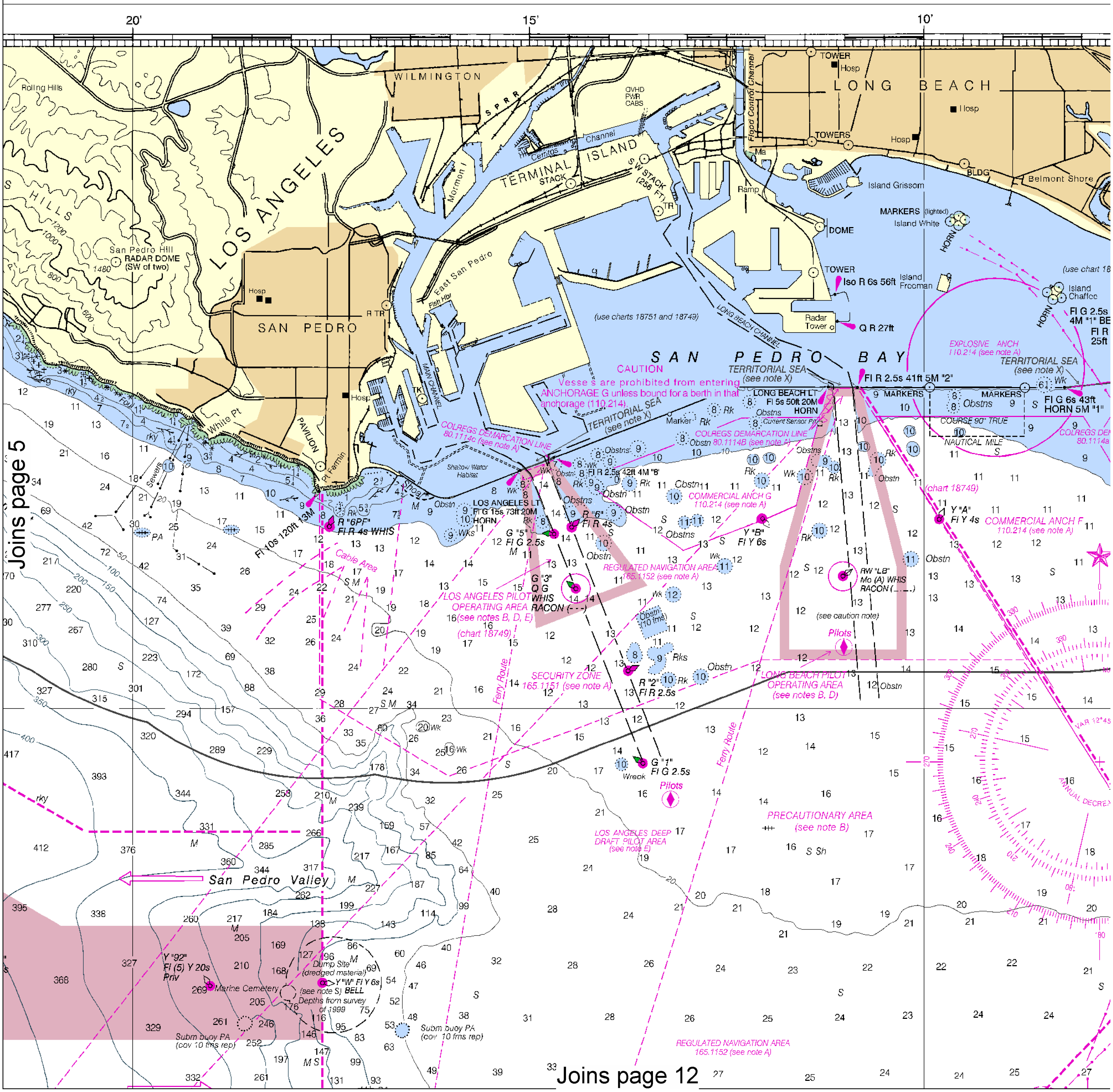
Formerly C&GS 5142, 1s



Printed at reduced scale. SCALE 1:80,000 See Note on page 5.

Nautical Miles

Yards

North

NOTE A

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Refer to charted regulation section numbers.

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without c
right point on 60 and left point will then ndicate speed in units per hour. Example: with 4.0 nautical miles run ir 15 m

1st Ed., Mar. 1951 G-1953-818 KAPP 1897

05' 118° 55'

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — —

CAUTION

Vessels entering Long Beach Channel should pass eastward of lighted whistle buoy "LB," and vessels departing should pass westward of it.

NOTE E

Vessels with 50 foot draft or less will be boarded south of RACON Buoy 3. Vessels with a draft greater than 50 feet will be boarded south of Buoy 1.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

CALIFORNIA

SAN PEDRO CHANNEL

Mercator Projection
Scale 1:80,000 at Lat 33° 31'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Department of the Navy.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.076" northward and 3.210" westward to agree with this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

Joins page 8

Joins page 13

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0510 2/2/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

NOTE A
...ations are published in Chapter 2, U.S.
...ions or revisions to Chapter 2 are pub-
... Mariners. Information concerning the
...tained at the Office of the Commander,
...strict in Alameda, California or at the
...ct Engineer, Corps of Engineers in
...nia.
... regulation section numbers.

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

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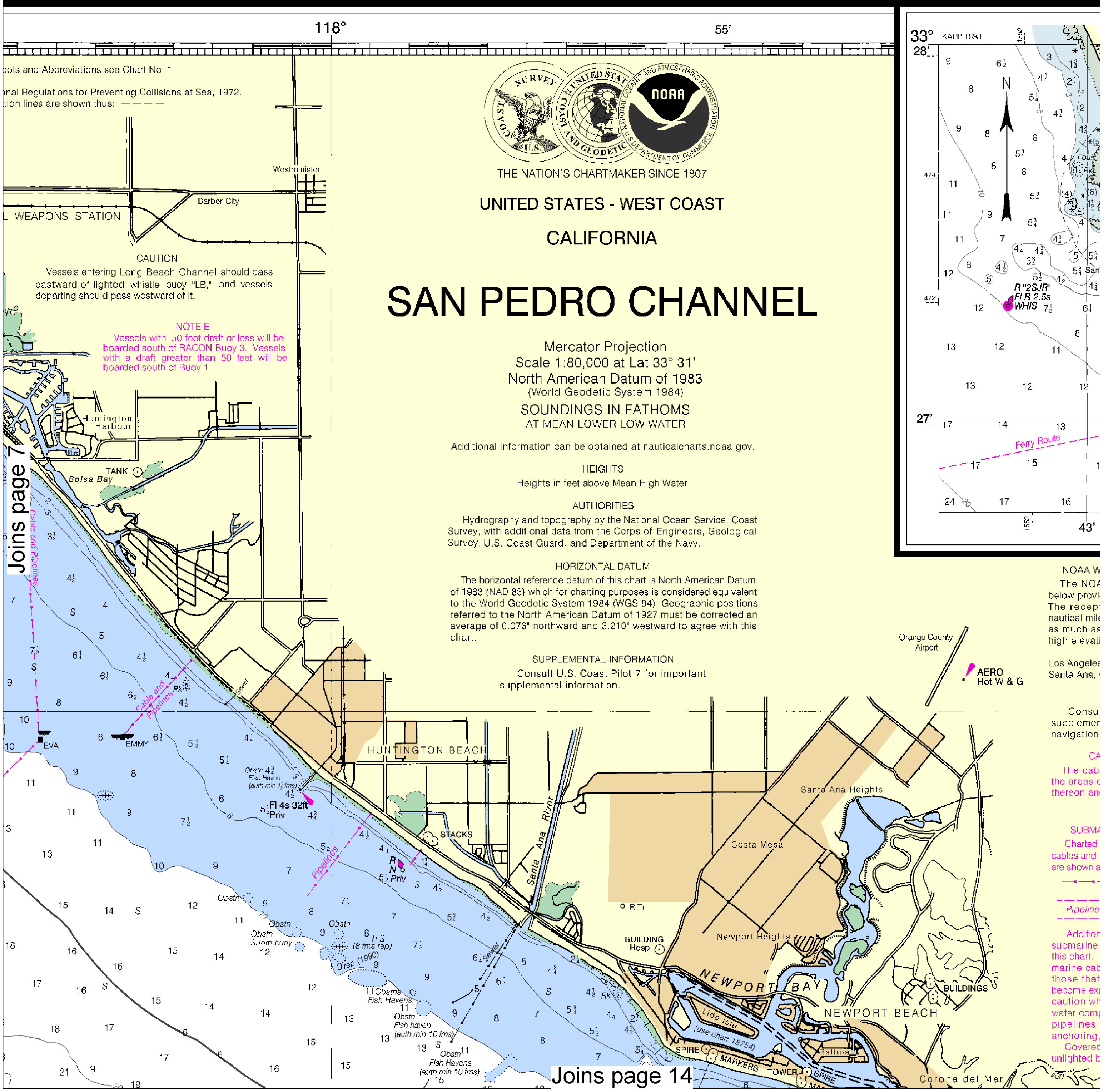

118°
55'
...bols and Abbreviations see Chart No. 1
...onal Regulations for Preventing Collisions at Sea, 1972.
...tion lines are shown thus:
THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - WEST COAST
CALIFORNIA
SAN PEDRO CHANNEL
Mercator Projection
Scale 1:80,000 at Lat 33° 31'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER
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HEIGHTS
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Consult U.S. Coast Pilot 7 for important supplemental information.
CAUTION
Vessels entering Long Beach Channel should pass eastward of lighted whistle buoy "LB," and vessels departing should pass westward of it.
NOTE E
Vessels with 50 foot draft or less will be boarded south of RACON Buoy 3. Vessels with a draft greater than 50 feet will be boarded south of Buoy 1.
Westminster
Barber City
WEAPONS STATION
Huntington Harbour
Bolsa Bay
TANK
HUNTINGTON BEACH
STACKS
Santa Ana River
Costa Mesa
Santa Ana Heights
Newport Heights
NEWPORT BAY
NEWPORT BEACH
Lido Isle
(use chart 18754)
Balboa
Corona del Mar
BUILDING Hosp
BUILDINGS
Orange County Airport
AERO Rot W & G
EVA
EMMY
Fl 4s 32ft Priv
Pipelines
Cable and Pipelines
Obstn
Subm buoy
11 Obstns Fish Havens
Obstn Fish haven (auth min 10 fms)
Obstn Fish Havens (auth min 10 fms)
SPIRE
MARKERS
TOWER
33°
28'
27'
43'
KAPP 1898
R "2SJR" Fl R 2.5s WHIS
Ferry Route
NOAA W...
The NOA...
Los Angeles
Santa Ana,
Consul... supplemen... navigation.
CA...
The cabl... the areas c... thereon an...
SUBMA...
Charted cables and are shown a...
Pipeline
Addition... submarine this chart. marine cab... those that become exp... caution wh... water comp... pipelines anchoring, Covered unlighted b...

Joins page 7

Joins page 14

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

North

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
AME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
wport Bay Ent.	(33°36'N/117°53'W)	5.4	4.7	0.9
talina Harbor	(33°26'N/118°30'W)	5.2	4.5	0.9
s Angeles	(33°43'N/118°16'W)	5.5	4.8	0.9

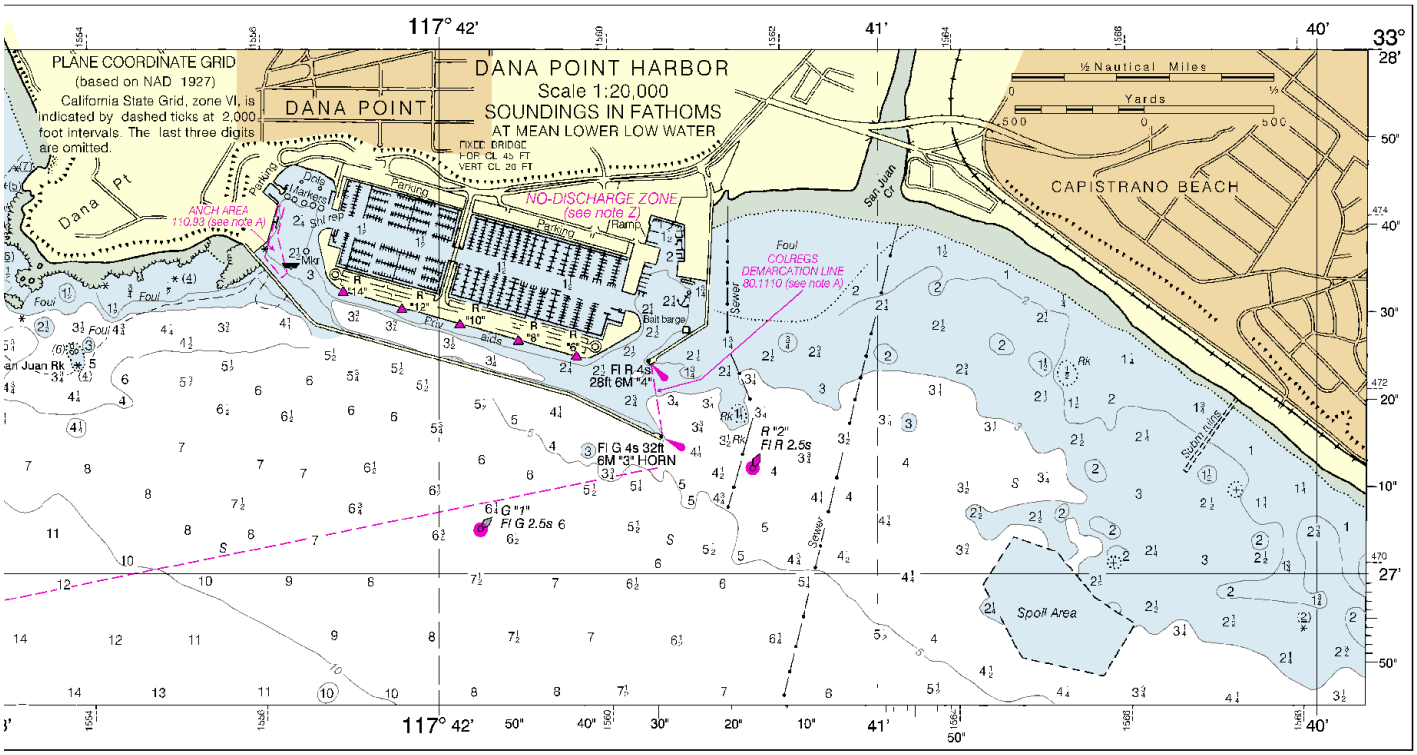
shes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
2009)

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



WEATHER RADIO BROADCASTS

OAA Weather Radio stations listed vide continuous weather broadcasts. ption range is typically 20 to 40 iles from the antenna site, but can be as 100 nautical miles for stations at ations.

les, CA	KWO-37	162.550 MHz
a, CA	WWG-21	162.450 MHz

AIDS TO NAVIGATION

sult U.S. Coast Guard Light List for ental information concerning aids to on.

CABLE AND PIPELINE AREAS

able and pipeline areas falling within s of the larger scale charts are shown and are not repeated on this chart.

CAUTION

MARINE PIPELINES AND CABLES

d submarine pipelines and submarine id submarine pipeline and cable areas n as:

ne Area *Cable Area*

ional uncharted submarine pipelines and e cables may exist within the area of . Not all submarine pipelines and sub-ables are required to be buried, and at were originally buried may have exposed. Mariners should use extreme when operating vessels in depths of mparable to their draft in areas where s and cables may exist, and when g, dragging, or trawling. ed wells may be marked by lighted or buoys.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 87).

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Mariners are cautioned that exploratory surveys and exploratory drilling operations may be in progress in, or in the vicinity of, the Southern California Traffic Separation Scheme. These operations may pose hazards to navigation. The most recent Eleventh Coast Guard District Local Notice to Mariners should be consulted for the schedule of current operations.

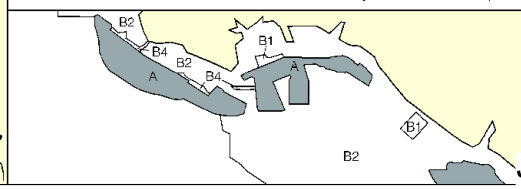
POLLUTION REPORTS

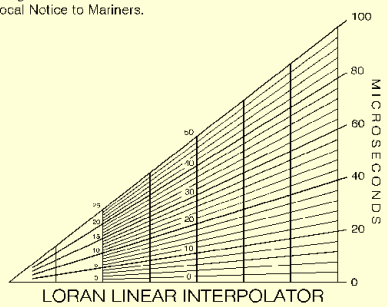
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

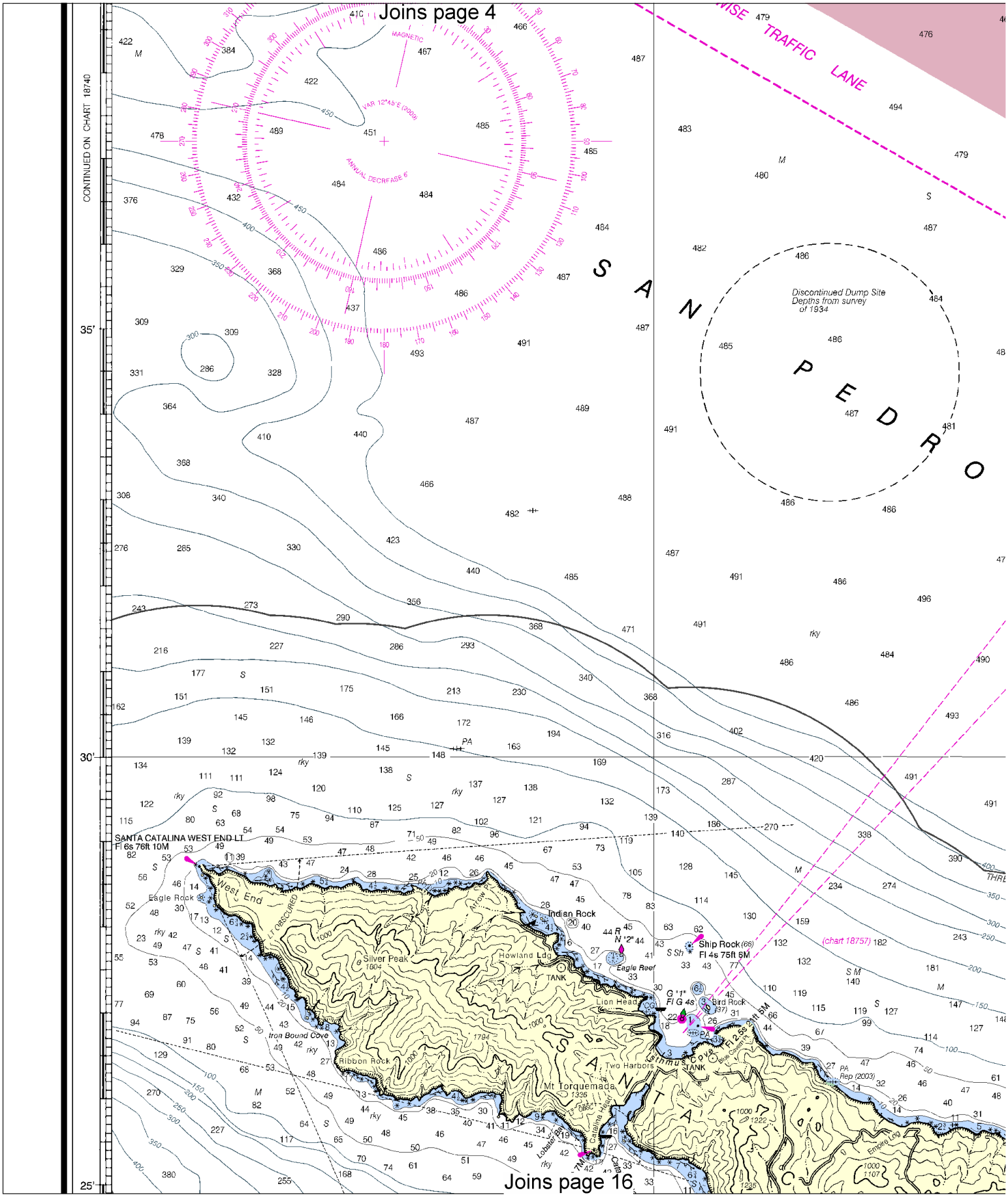
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

SOURCE			
A	1990-2008	NOS Surveys	full bottom coverage
B1	1990-2001	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage





Joins page 15



10

North

Printed at reduced scale. ~~SCALE 1:80,000~~

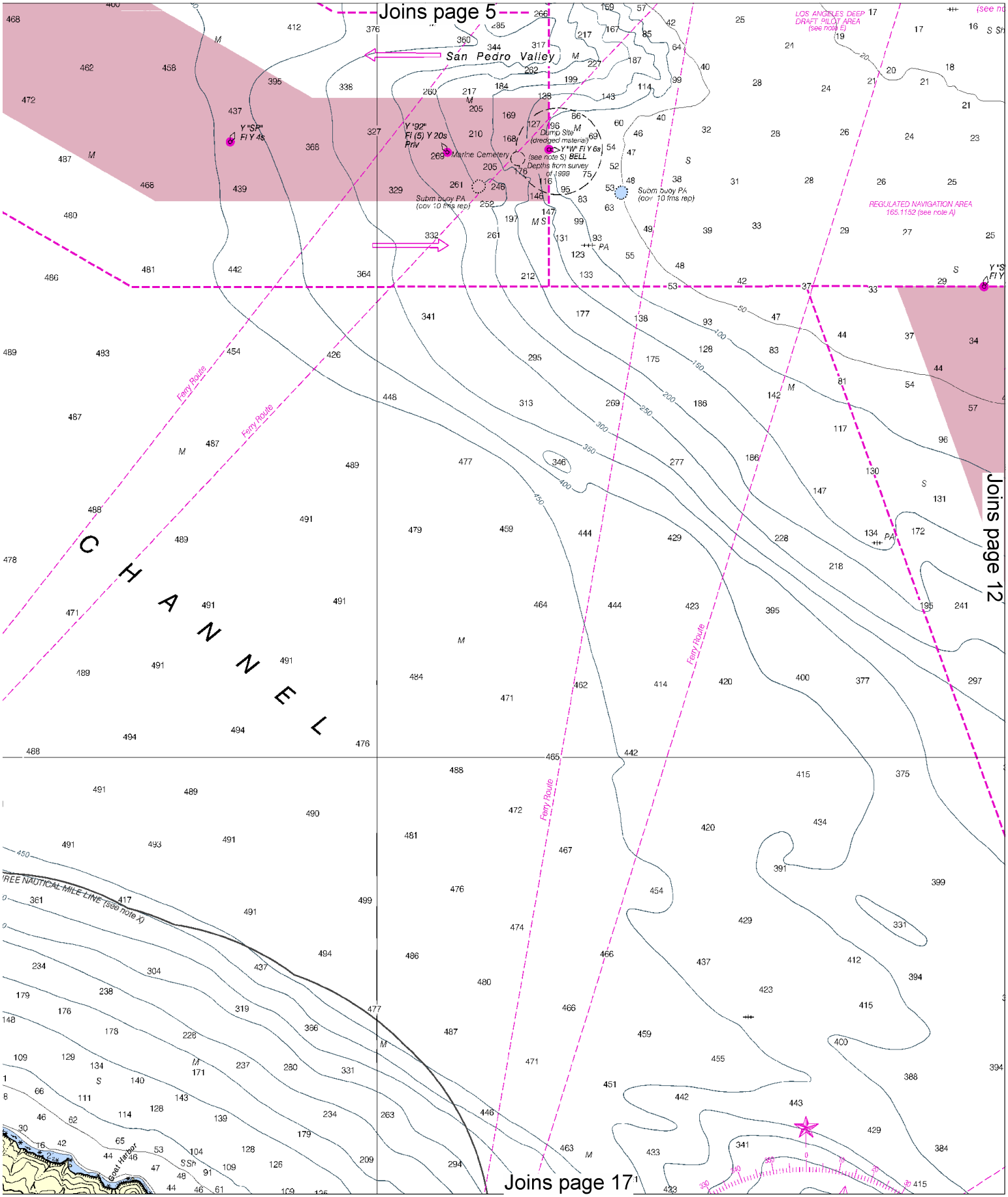
Nautical Miles

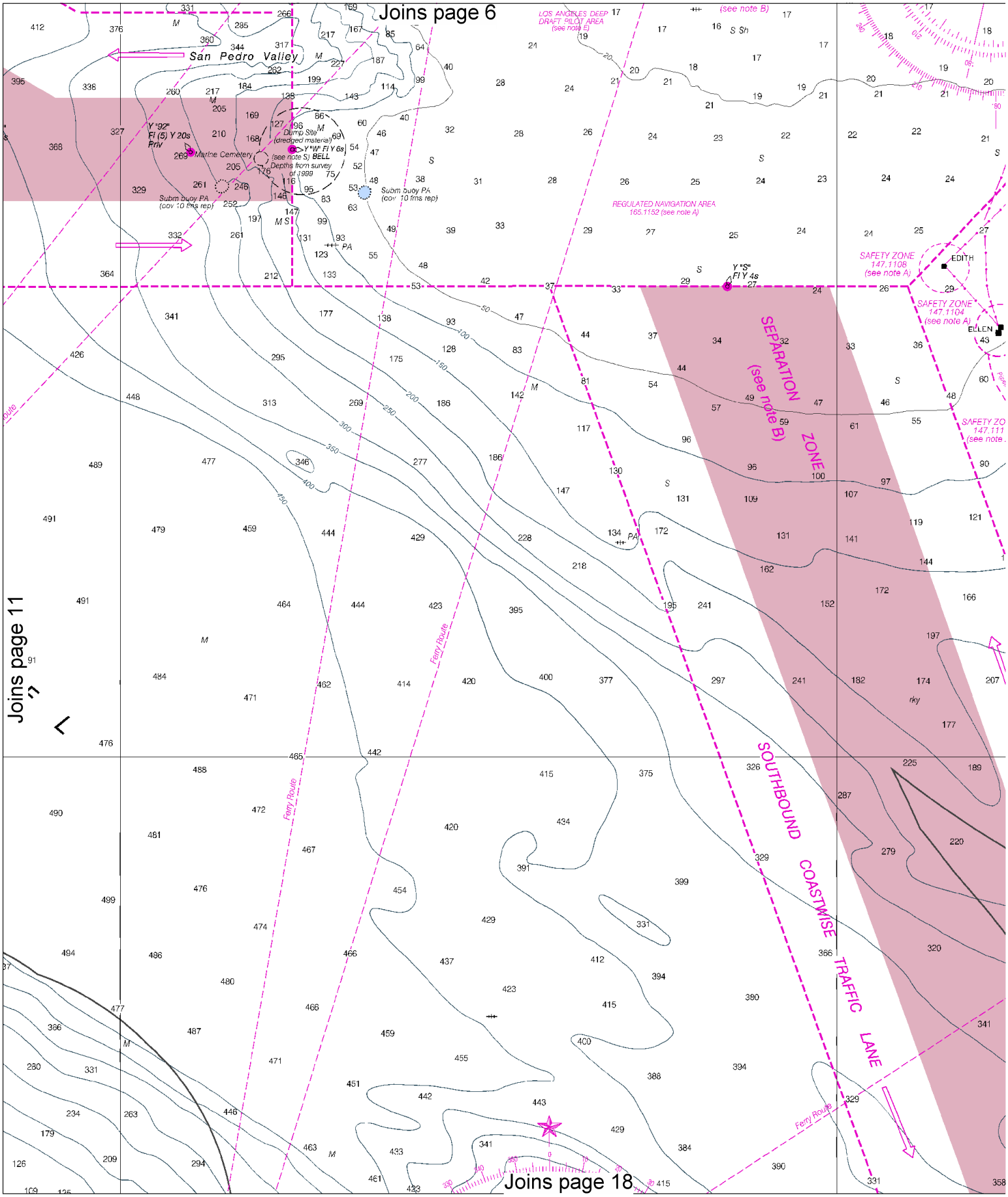
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 5
San Pedro Valley
LOS ANGELES DEEP DRAFT PILOT AREA (see note E)
REGULATED NAVIGATION AREA 165.1152 (see note A)
Y "SP" Fl Y 4s
Y "92" Fl (5) Y 20s Priv
Marine Cemetery
Dump Site (dredged material)
Y "W" Fl Y 6s BELL (see note S)
Depths from survey of 1999
Subm buoy PA (cov 10 fms rep)
Subm buoy PA (cov 10 fms rep)
PA
PA
CHANNEL
Ferry Route
Ferry Route
Ferry Route
Ferry Route
THREE NAUTICAL MILE LINE (see note X)
Boat Harbor
Joins page 12
Joins page 17



12

North

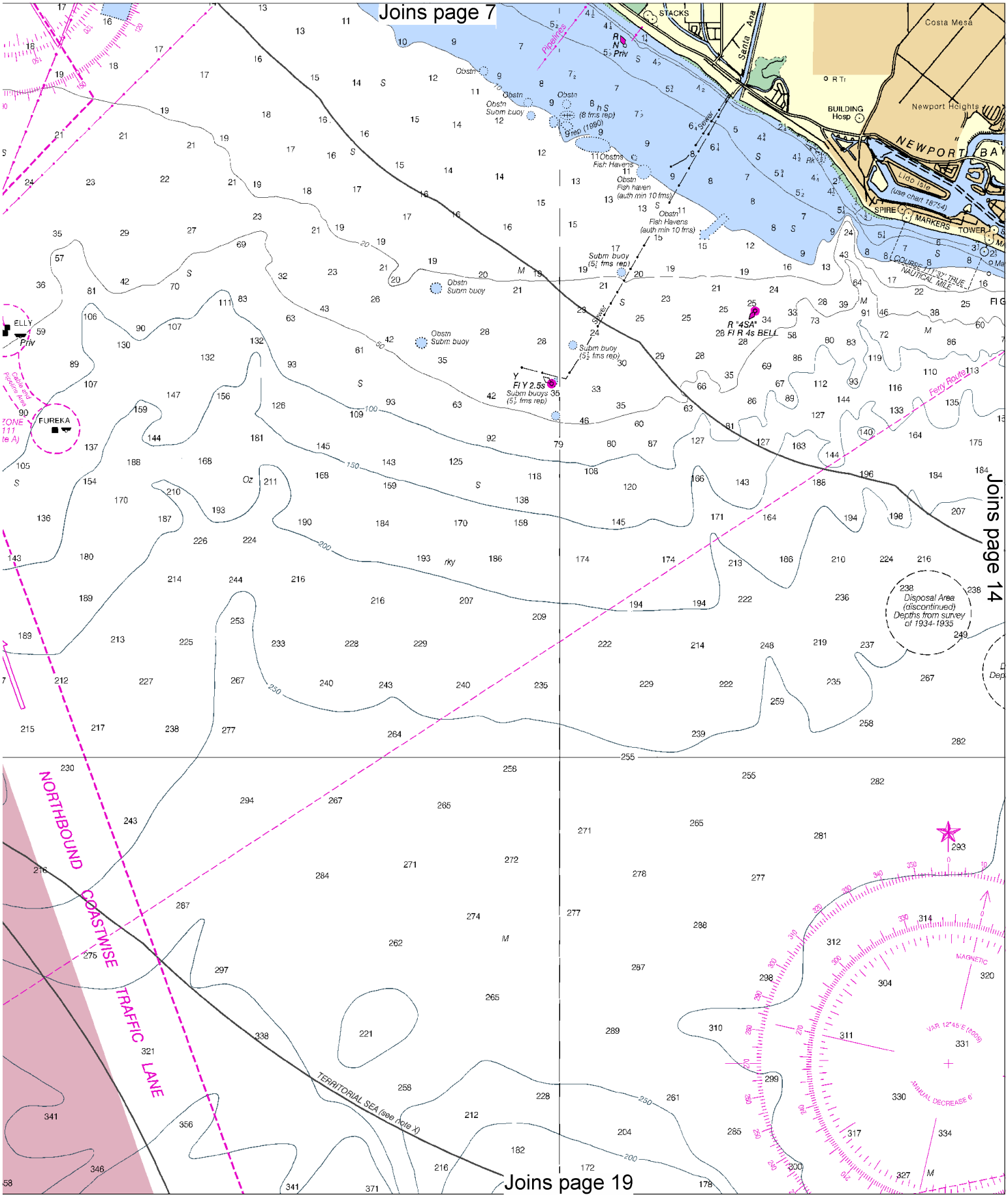
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

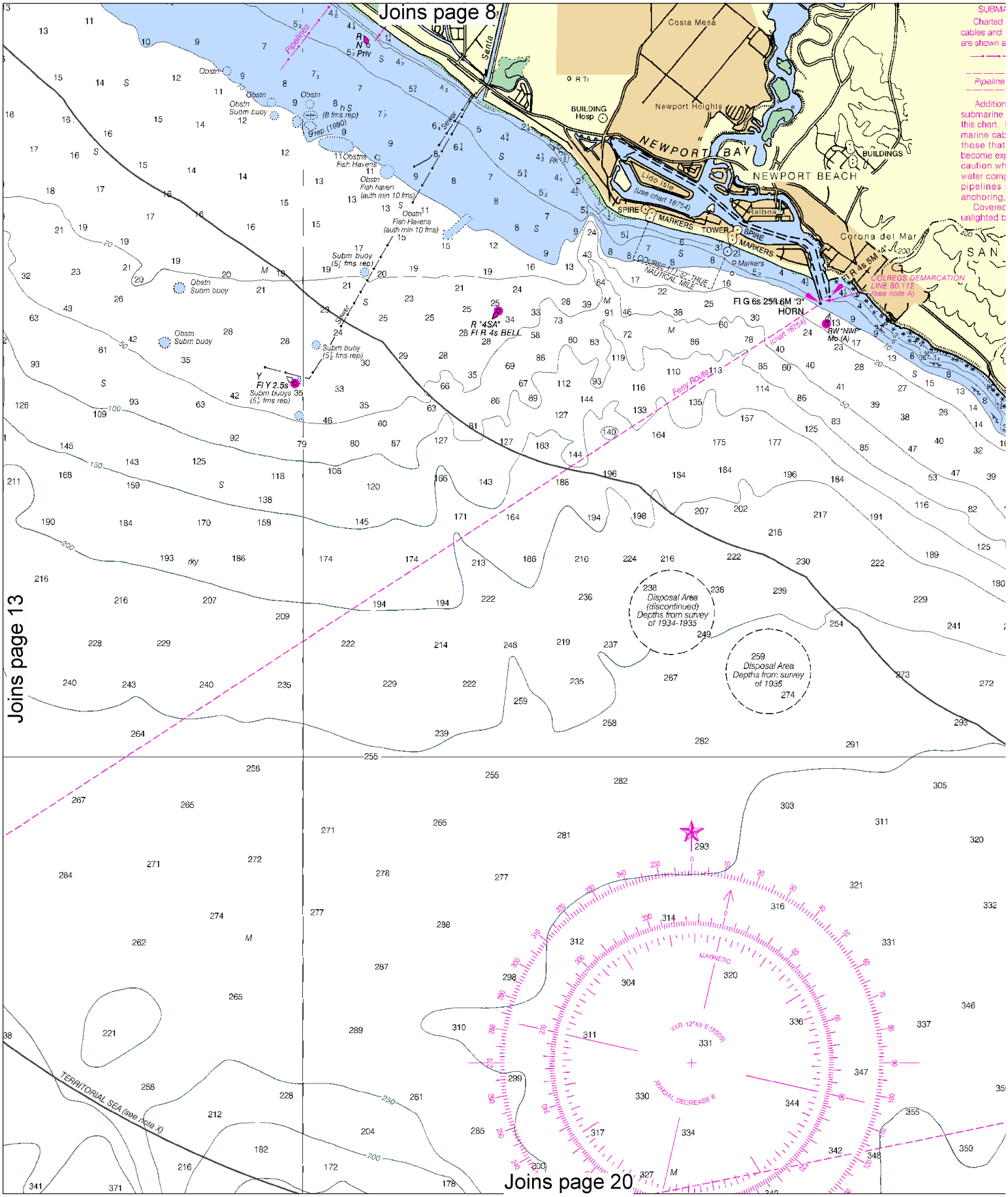
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 7
Joins page 14
Joins page 19
NEWPORT BAY
Lido Isle
Newport Heights
Costa Mesa
Santa Ana
STACKS
BUILDING Hosp
SPIRE
MARKERS
TOWER
Pipeline
Sewer
Ferry Route
Disposal Area (discontinued) Depths from survey of 1934-1935
R "4SA" 28 Fl R 4s BELL
Fl Y 2.5s
Subm buoys 35
Obstn Subm buoy
Obstn Fish Havens (auth min 10 fms)
Subm buoy (5½ fms rep)
FUREKA
NORTHBOUND COASTWISE TRAFFIC LANE
TERRITORIAL SEA (see note X)
MAGNETIC
VAR 12°45'E (2009)
ANNUAL DECREASE 6'



North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

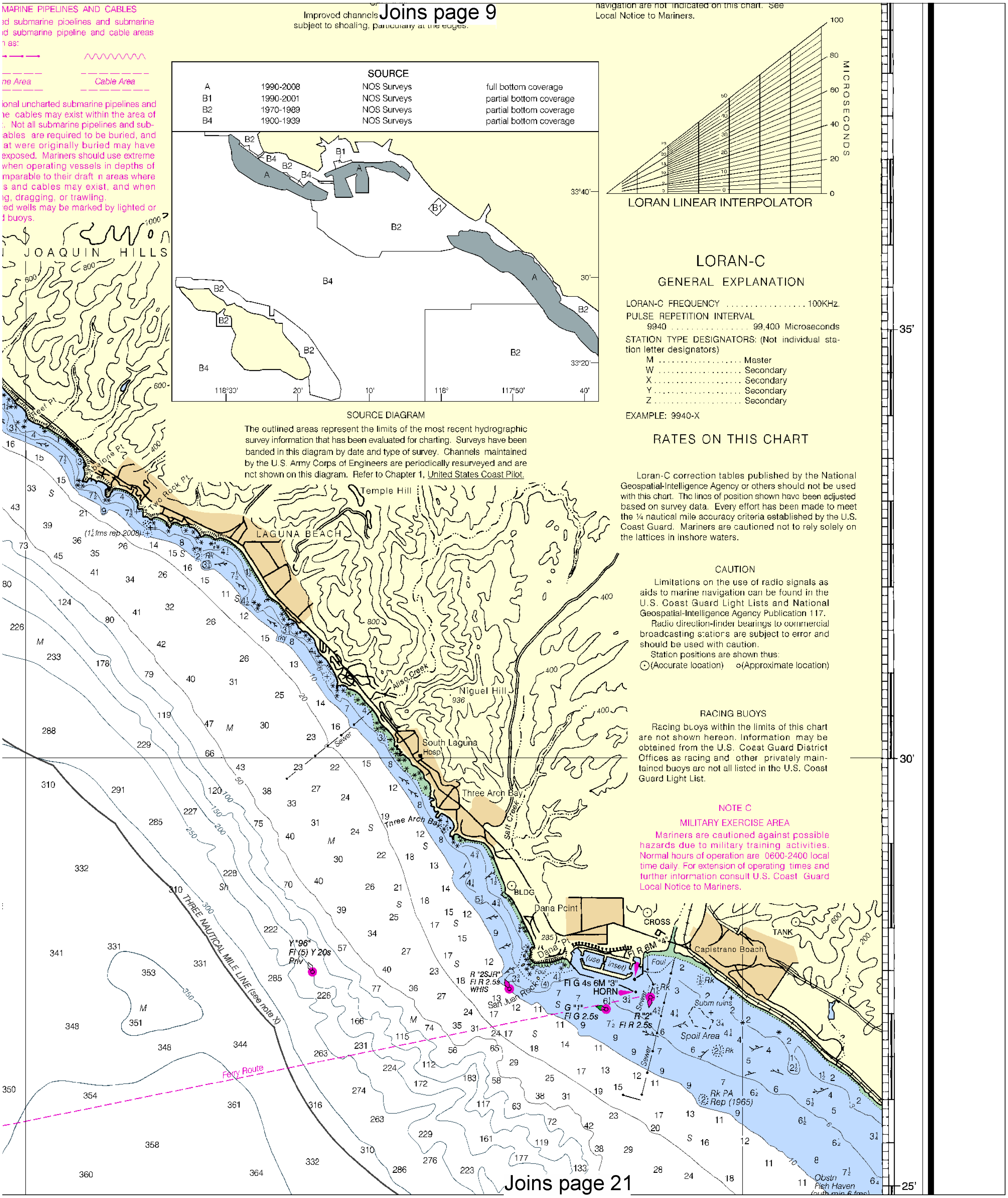
Nautical Miles

1 0 1 2 3 4 5 6 7

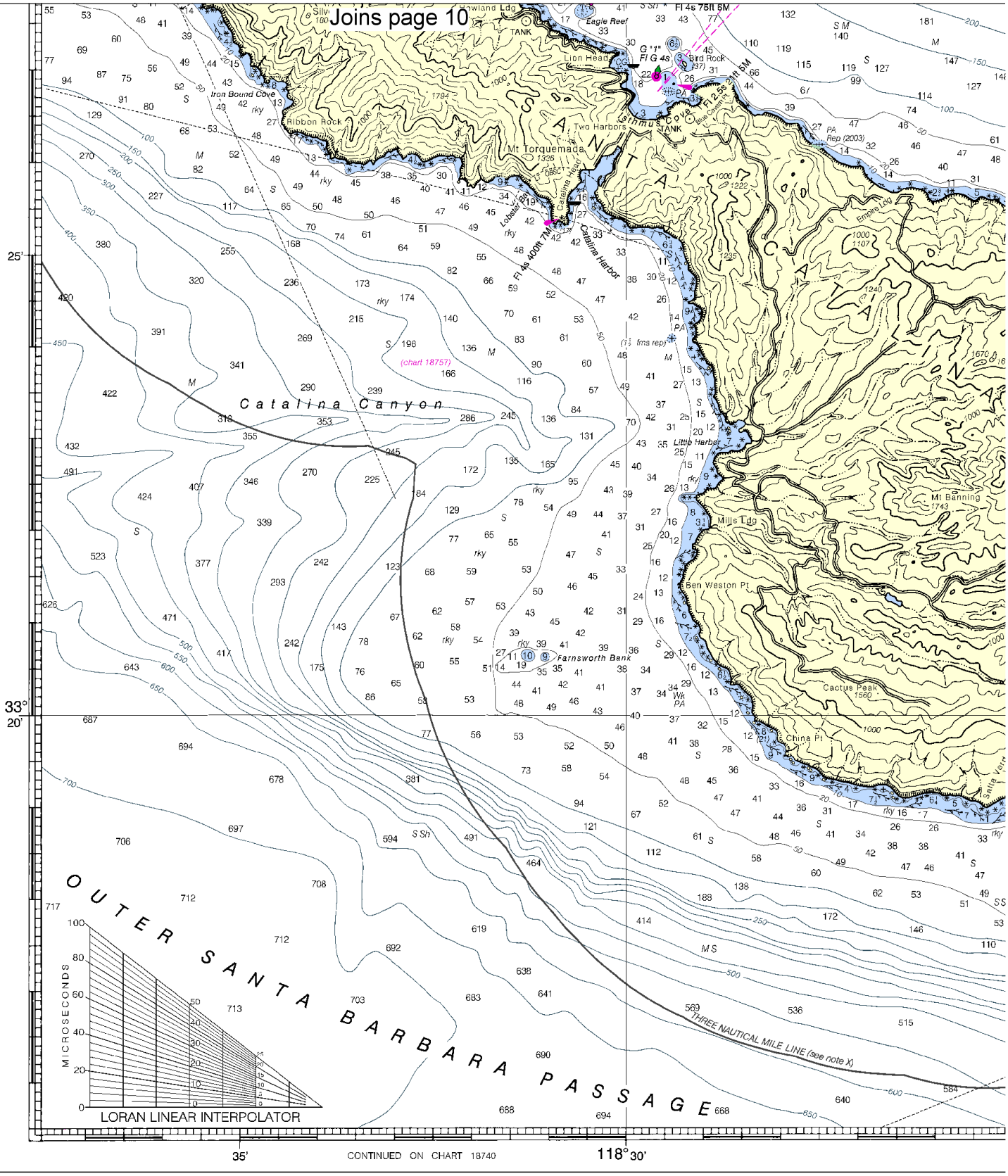
Yards

1000 0 2000 4000 6000 8000 10000

Joins page 9



Joins page 21



38th Ed., Nov. / 09 ■ Corrected through NM Nov. 21/09
Corrected through LNM Nov. 03/09

18746

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the [illegible] ilable at nauticalcharts.noaa.gov.

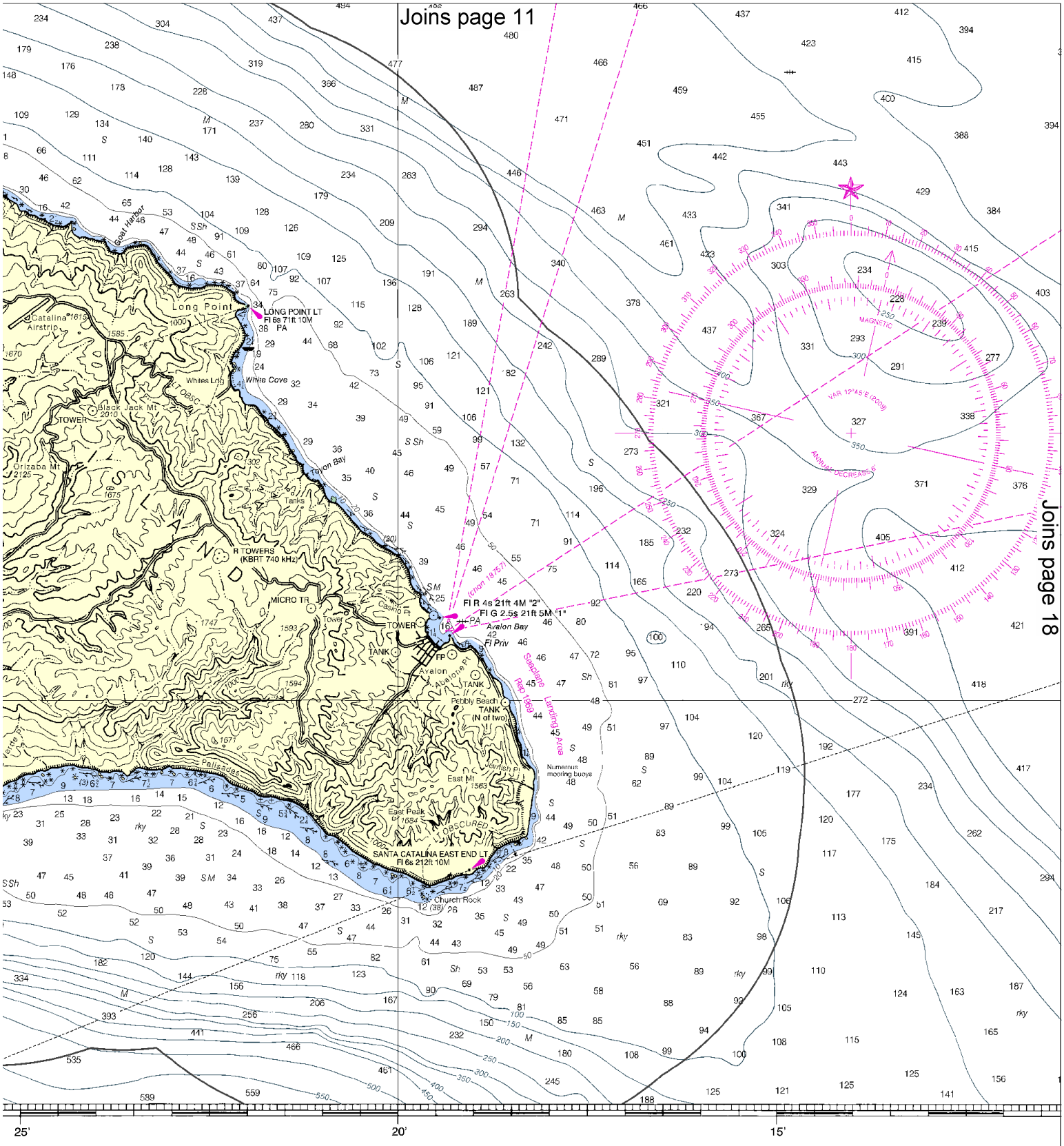
This nautical chart has been designed to promote safe Ocean Service encourages users to submit corrections, add improving this chart to the Chief, Marine Chart Division (N Service, NOAA, Silver Spring, Maryland 20910-3282.

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

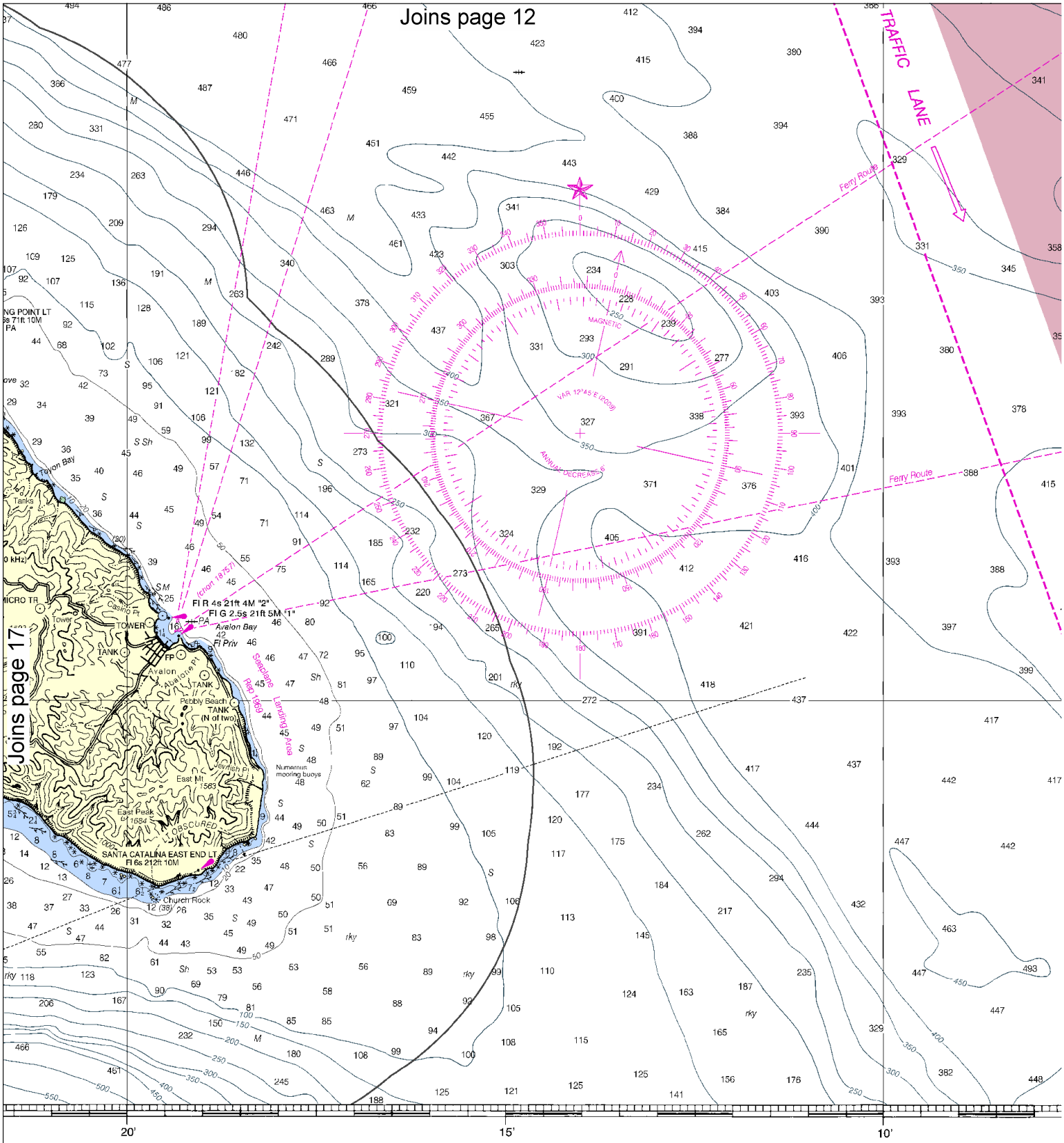
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000



fe navigation. The National
additions, or comments for
(N/CS2), National Ocean

SOUNDINGS IN FATHOMS



SOUNDINGS IN FATHOMS

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U.S. DEPARTMENT OI
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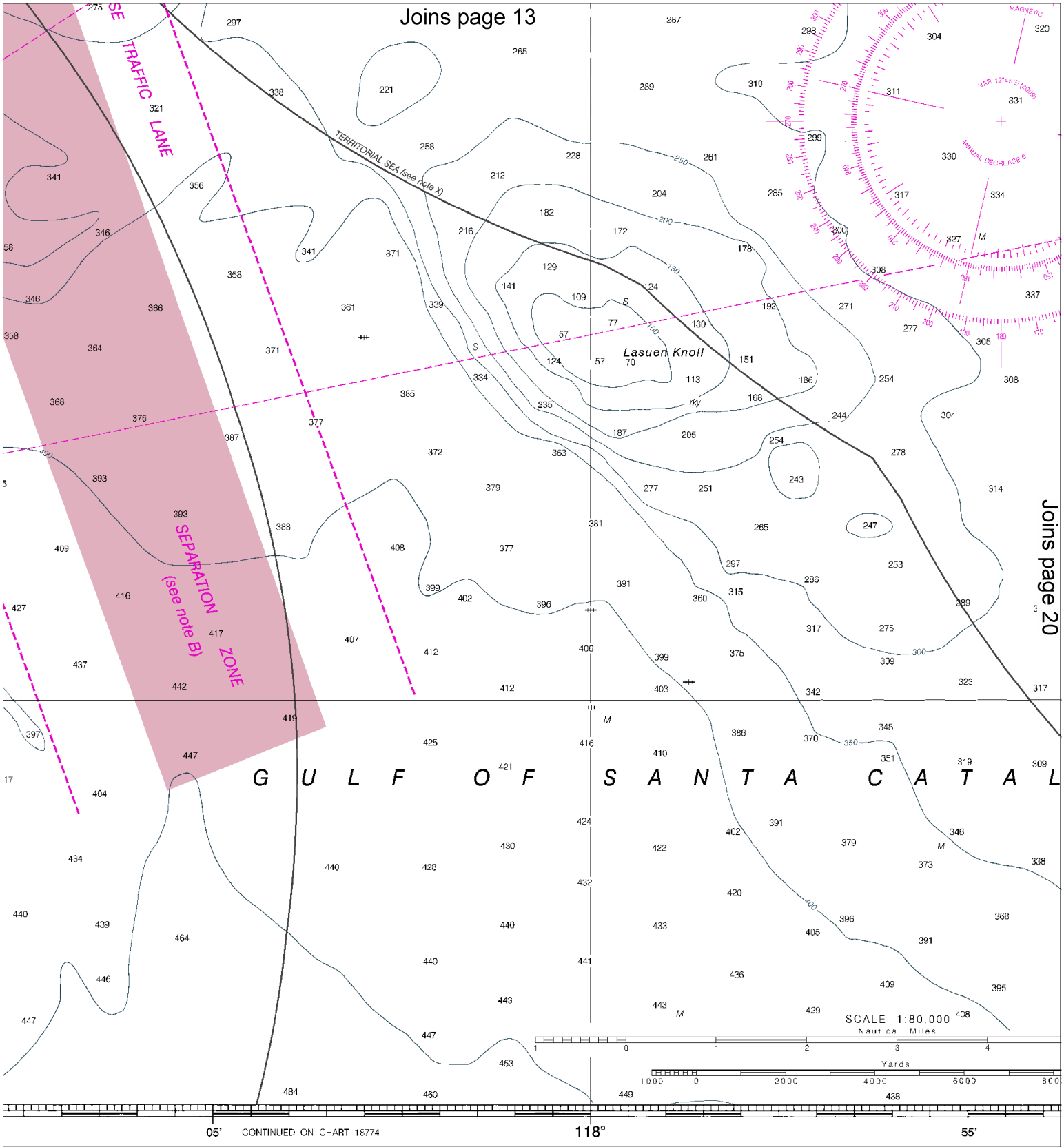
NATIONAL OCEAN
COAST SUR'

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000



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AN SERVICE
IRVEY

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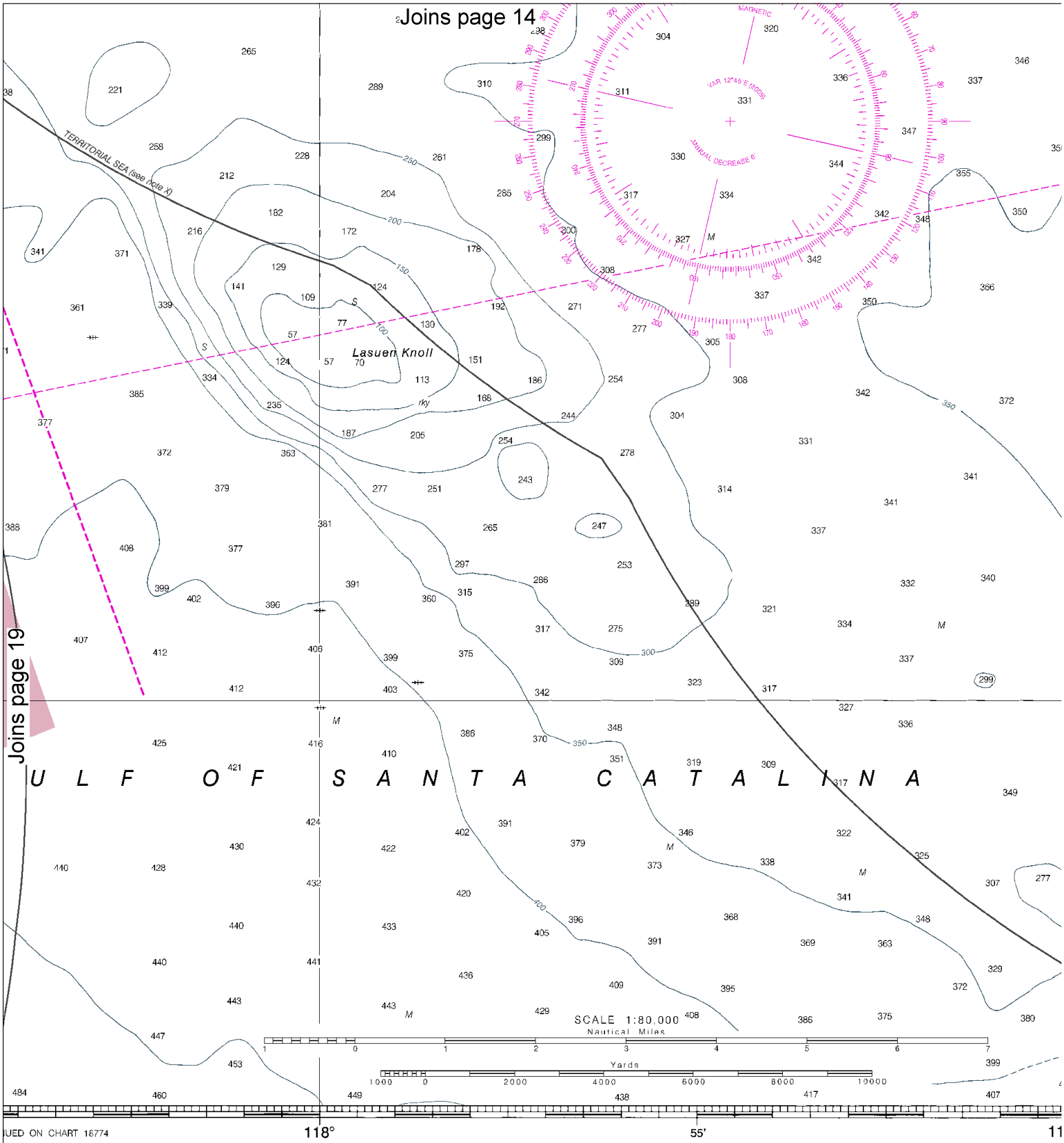
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NCAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@Ocear



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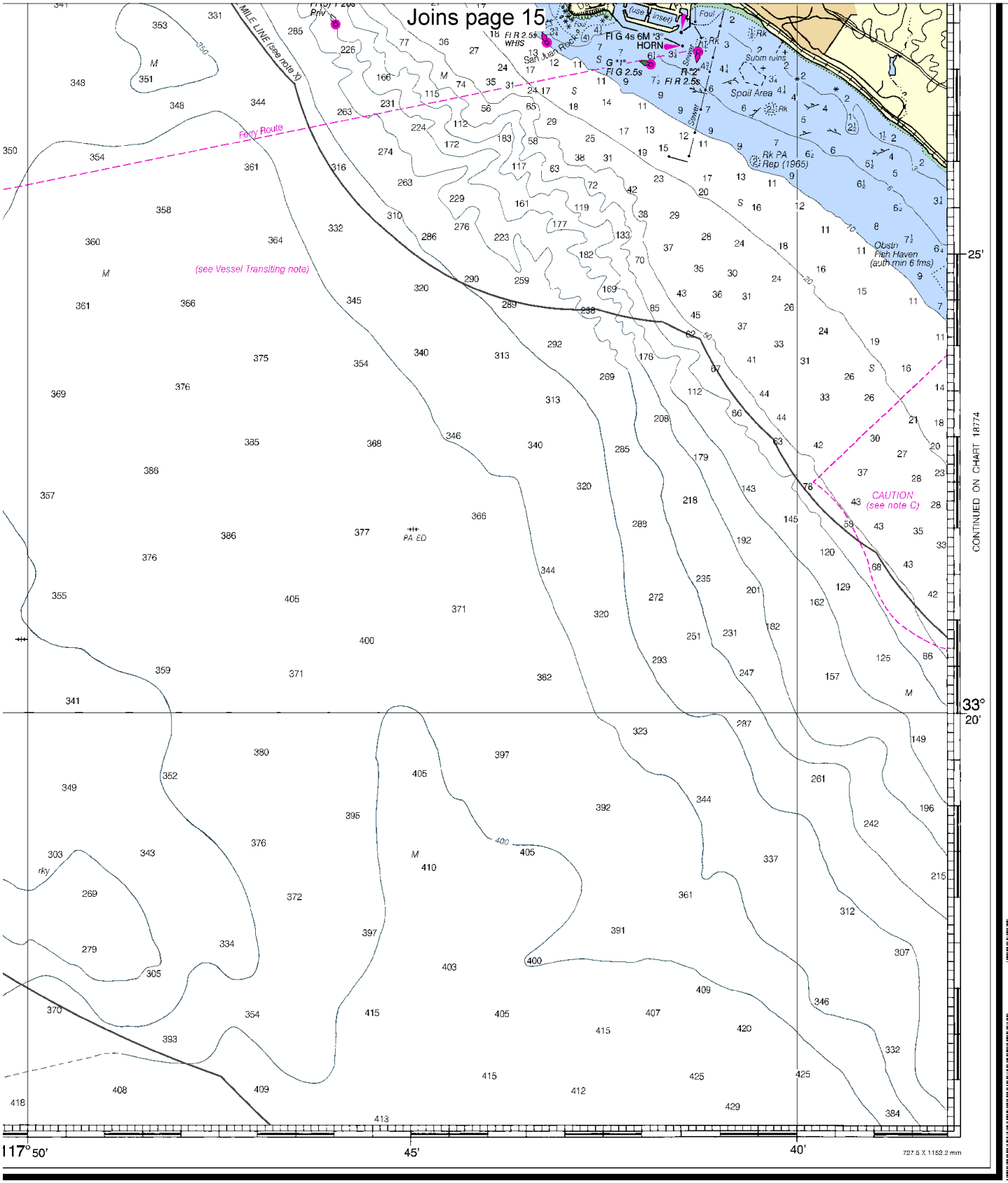
FATHOMS	
FEET	
METERS	1

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000



San Pedro Channel

SOUNDINGS IN FATHOMS - SCALE 1:80,000

18746

LORAN-C OVERPRINTED

ED. NO. 38

NSN 7642014011508 NGA REFERENCE NO. 18AC018746

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue – 510-437-3700
Coast Guard Los Angeles/Long Beach – 310-732-2030
Coast Guard San Diego – 619-683-6470
Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

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Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.